



July 07, 2015,
Brussels.

Sustainable Transport organisations call for an EU Roadmap for Cycling

Dear Member of the European Parliament,

The TRAN committee will vote on July 14 on the own-initiative report on the White Paper on Transport.

In this context, ten (10) of your colleagues from the EPP, S&D, ECR, ALDE, Greens-EFA and GUE/NGL groups have submitted amendments asking for **“an EU roadmap for cycling to be included in the next Commission Work Programme 2016” – Amendment 467** (related amendments: 260, 468, 469, 470).

Over the past decade, European organisations such as the European Cyclists' Federation, Polis, Eurocities, the European Transport Safety Council, Transport & Environment as well as the European bicycle industry have made the case for cycling. Much effort has also been/is being exerted for said EU Roadmap for Cycling:

- On October 07, the Luxembourg EU Presidency will hold an informal Council meeting dedicated exclusively to cycling: a 'Declaration of Luxembourg' will be signed, recommending the European Commission to develop an EU Roadmap for Cycling.
- Following a meeting on July 02, the cabinet of Commissioner Violeta Bulc has expressed both their willingness and readiness to pursue the EU Roadmap for Cycling under the auspices of DG MOVE.
- Commission officials from six (6) different Directorates General, invited to the Think-Tank on Cycling event in May 2015, identified the monumental roles their respective departments could play for this EU Roadmap for Cycling. Nine (9) other Commission DGs also have a competence on cycling. Given this Commission's policy to overcome the silo approach, one central policy document – the EU Roadmap for Cycling – would only streamline the efforts of individual DGs, and in turn promise the highest levels of policy impact.

On the contrary, a lack of support for such an integrated approach for cycling could have dire effects: Sixteen (16) EU capital cities have set ambitious targets to grow cycling over the next years. This cycling boom is however not occurring everywhere, with only twelve (12) EU Member States supporting their local and regional authorities with a national cycling strategy.

Resultantly, the immense potential of cycling to significantly contribute to, *inter alia*, 60% GHG emissions reduction by 2050, tackling air pollution, noise reduction, congestion-easing, the EU transport sector's oil dependence, and job-creation – all central EU transport policy objectives – remains untapped. Bearing in mind the current EU strategy towards Smart cities and the Energy Union Package, we also consider cycling a core element of future EU policies towards e-mobility, in the background of the huge success of sales in e-bikes and its proven potential to shift car-trips for distances as long as 19km.

Further, we consider road safety of cyclists and pedestrians as a priority for future European policy on cycling. Deaths among pedestrians and cyclists, who are the most vulnerable road users and whose use of the roads is being encouraged for reasons of health and sustainability, account for 29% of all road deaths across the EU. Improving safety requirements is a key pillar of the suggested EU Roadmap for Cycling.

Given the continued progress of Europe's other institutions for cycling and the current trend and impact cycling plays at a local and regional level, we would therefore appreciate your support in voting in favour of Amendment 467 on July 14.

Sincerely yours,

ECF



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